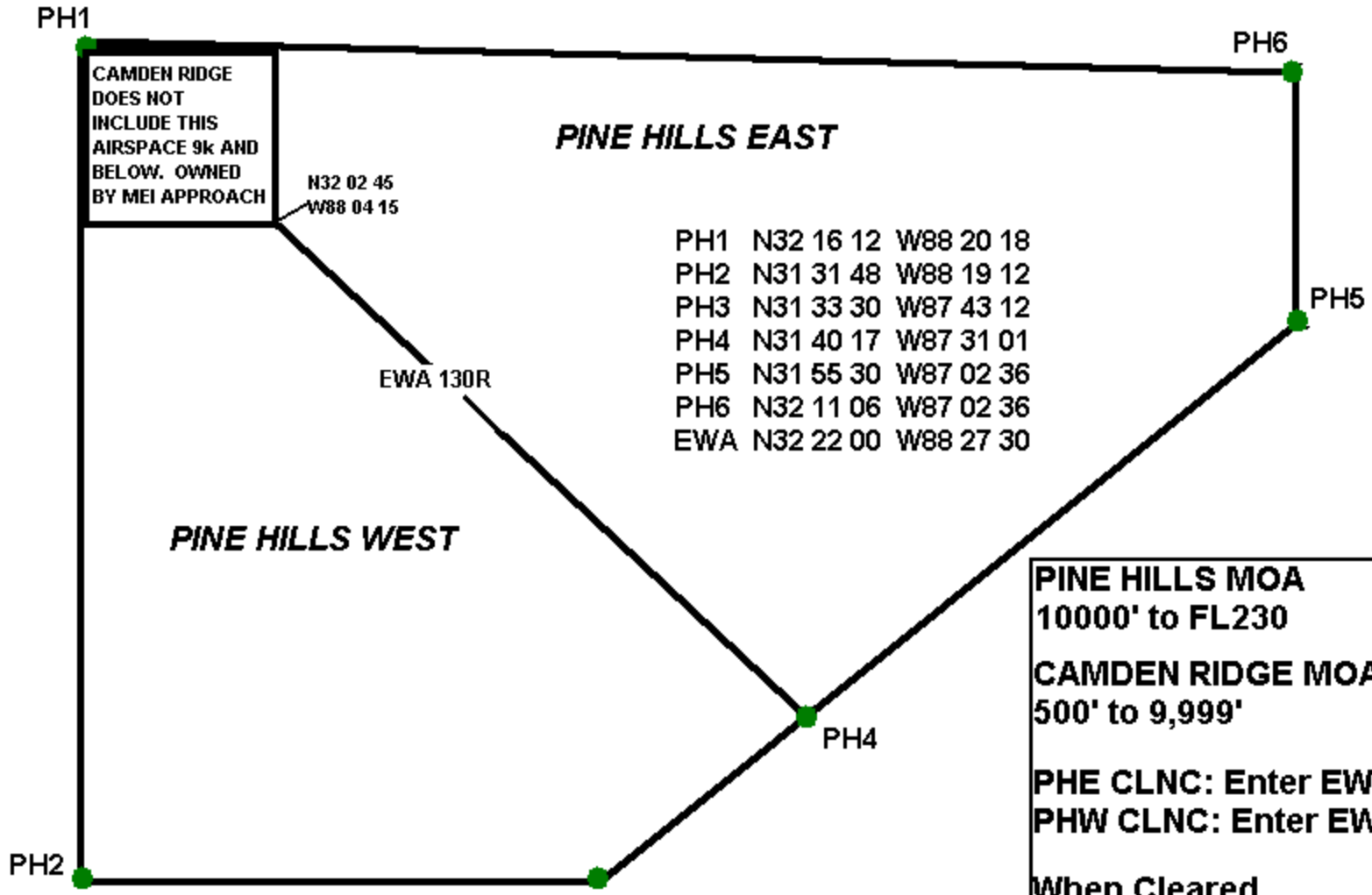
Flight

Pine Hill MOA

Mission

COURSE RULES GOUGE

Pine Hills MOA


PH1
PH6
CAMDEN RIDGE DOES NOT INCLUDE THIS AIRSPACE 9k AND BELOW. OWNED BY MEI APPROACH
N32 02 45
W88 04 15
PINE HILLS EAST
PH1 N32 16 12 W88 20 18
PH2 N31 31 48 W88 19 12
PH3 N31 33 30 W87 43 12
PH4 N31 40 17 W87 31 01
PH5 N31 55 30 W87 02 36
PH6 N32 11 06 W87 02 36
EWA N32 22 00 W88 27 30
PH5
EWA 130R
PINE HILLS WEST
PH4
PH2

PINE HILLS MOA
10000' to FL230

CAMDEN RIDGE MOA
500' to 9,999'

PHE CLNC: Enter EWA 109R
PHW CLNC: Enter EWA 150R

When Cleared...
RTB @ 10K' direct NMM

System set up

- **<u>Clearance</u>- Put a Skip (PH West MOA) or Skate (PH East MOA) clearance on request.**
- **<u>Waypoints</u>- Enter Waypoints PH1-PH6 in waypoints 1-6. Put EWA in WYPT 7. For BI flights put DSOTO in WYPT 8 with and offset WYPT for 9.0 DME and 170.0 for Bearing (to represent the IAF for the HI-TACAN VOR/DME B). Put KMEI in wypt 9 (south end of the runway) and 19L in wypt 10. TACF and ACM can put NMM waypoints in if RTB to NMM or MEI waypoints in if out and in to KMEI.**
- **<u>Sequence</u>- 1-6,2.**
- **<u>Course line-</u> Expect take-off clearance on runway heading to 7000 feet. Meridian approach will normally clear you direct Kewanee VORTAC (EWA 113.8, CH 85) with a climb to11,000 feet and hand off to Atlanta Center. From overhead EWA you will intercept the 109º Radial to Pine Hill East or the 150º Radial to Pine Hill West .**
- ***<u>The “Pine Hill Departure” exists solely for Student BI Simulator training and is shown at the end of this power point.</u>***

Departure

- **After airborne and clean below 200 KIAS, check in with Departure on BTN 4. In the Simulator you will fly the PH Departure.**

  "Departure, SKIP/SKATE 1XX, off Navy McCain passing (current alt) for (assigned alt)."

- **Departure will acknowledge radar contact.**

  "SKIP/SKATE 1XX, Meridian Departure, radar contact." (Sim)

  "SKIP/SKATE 1XX , Meridian Departure, radar contact turn left/right hdg XXX or turn left/right direct EWA." (aircraft)

  (You will be given vectors to EWA or cleared direct to EWA in the plane. You will fly the full PH Departure in the Simulator.)

- **Departure will eventually give you a climb to 11K and switch you to Atlanta Center BTN 22.**

  "SKIP/SKATE 1XX climb and maintain One One Thousand contact Atlanta Center BTN Two Two."

Departure- cont

- **Check in with Atlanta Center.**

  “Atlanta Center, SKIP/SKATE 1XX, with you passing (current alt) for One One Thousand, request.”

- **Atlanta Center will respond and tell you to go ahead with your request.**

  “SKIP/SKATE 1XX, Atlanta Center, go ahead with your request.”

- **Since we do not have an LOA with Atlanta Center, you will have to make a full MOA request.**

  “Atlanta Center, SKIP/SKATE 1XX request the PH MOA, Nine to Two Three Zero for the next Zero plus Four Five.”

Departure- cont

- **Atlanta Center will give you your clearance into the PH MOA.**

  "SKIP/SKATE 1XX, Atlanta Center, you are cleared in to the PH MOA (East/West or Both), maintain One One Thousand until established, cleared block altitude Nine to Two Three Zero, altimeter setting XX.XX, discrete frequency while in the MOA will be Two Eight Zero Decimal One, Expect Further Clearance Time of XXXX, when ready to RTB return to this frequency."

- **You will read back the entire clearance. Then Atlanta will clear you into the area, tell you how many aircraft are in the area and clear you to switch discrete area frequency. (remember a flight of 2 or a flight of 4 is one flight, you need to account for all)**

  "Atlanta Center, SKIP/SKATE 1XX, is cleared into the PH MOA, maintain One One thousand till established, cleared block altitude Nine to Two Three Zero, altimeter setting XX.XX, discrete frequency while in the MOA is Two Eight Zero Decimal One, Expect Further Clearance Time of XXXX, RTB return this frequency, request discrete at this time."

  "SKIP/SKATE 1XX, Atlanta Center, you are cleared into the PH MOA, there are ___ other flights in the area, cleared to switch Discrete, monitor guard."

- **Report cleared and switching and then check in on Area Common BTN 23. If there are no flights in the area request a radio check with Atlanta Center, they monitor BTN 23. You must get a positive check on area common frequency.**

  "99 Pine Hills, 170, checking in from the North on a BI."

Departure- cont

- **Any aircraft in the area must respond with their position in the area.**

  “1XX in PH East at 14,000” “Flight of two PH West” “Single in PH East”

  If you are transiting to an area report your position.

  “1XX transiting PH East to PH West”

- **Once you have accounted for all aircraft in the area, report your intentions.**

  “1XX will take Pine Hills West”

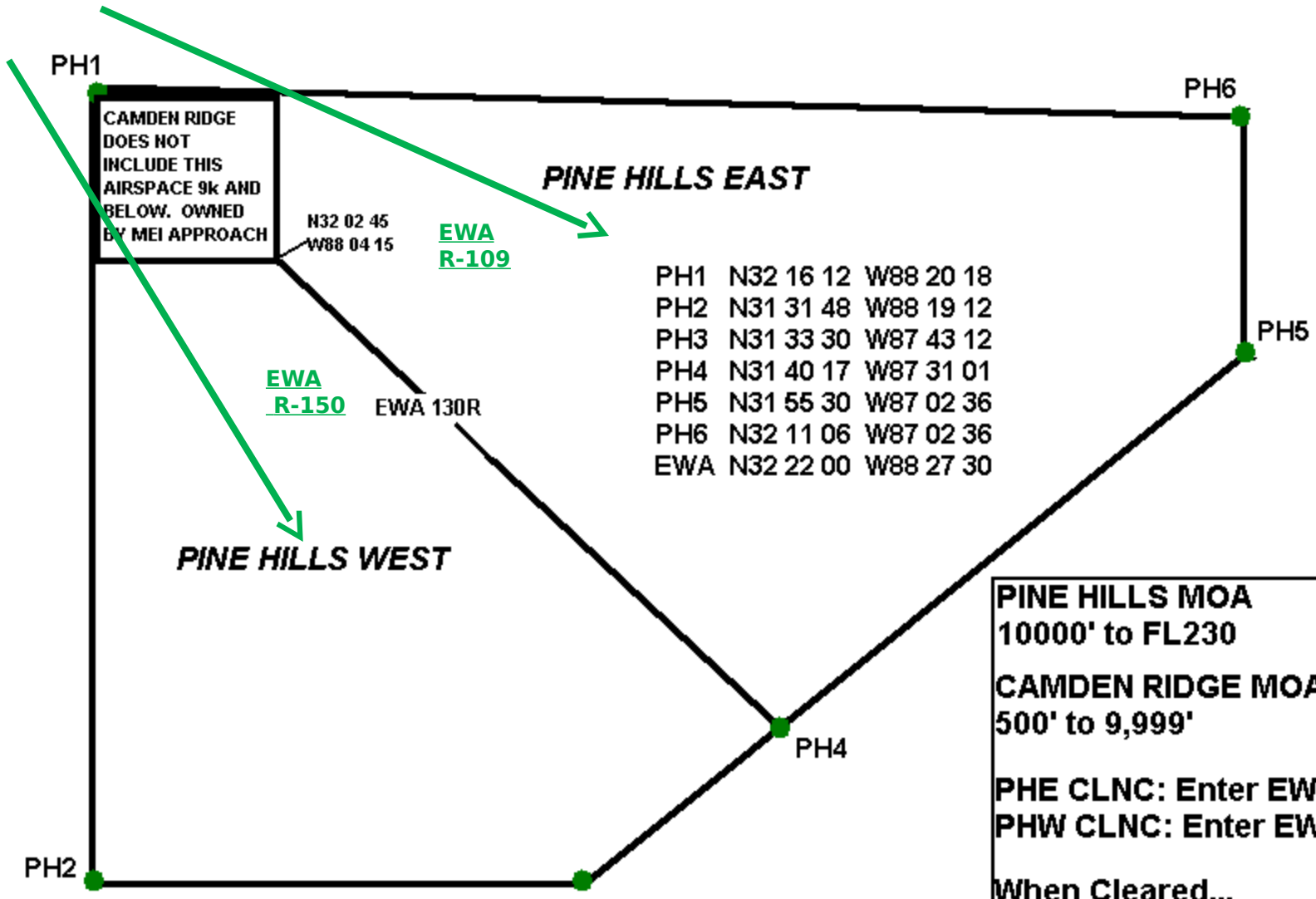
- **Since all calls made in the area must be responded too. At least one aircraft in the area must respond.**

  “Loud and Clear”

Area Entry

- **As depicted by the following slide, enter Pine Hills MOA from EWA via the EWA 109/150 Radial at 11K.**
- **Remain at 11K till established in the MOA and de-conflicted.**
- **Aircraft flow direct into PH East or PH West.**

Pine Hills MOA- Entry


PH1
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CAMDEN RIDGE DOES NOT INCLUDE THIS AIRSPACE 9k AND BELOW. OWNED BY MEI APPROACH
N32 02 45
W88 04 15
EWA R-109
PINE HILLS EAST
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PHE CLNC: Enter EWA 109R
PHW CLNC: Enter EWA 150R

When Cleared...
RTB @ 10K' direct NMM

Established in the Area

- **Once you are established in one of the 2 working areas in the Pine Hills MOA report established on BTN 23.**

  “99 Pine Hills, 1XX, established Pine Hills East/Pine Hills West”

- **Since all calls made in the area must be responded too, at least one other a/c will respond accordingly. If you got a radio check from Atlanta Center you don’t need to hear a response to you established call.**

  “Loud and Clear”

- **11K is used for transit. 9 K up to 23 K is for maneuvering.**

Checkout

- **When ready to RTB copy ATIS on BTN 30 on #2 radio if RTB is to NMM. If going to MEI copy MEI ATIS on BTN 16 on #2 radio.**

- **To RTB to NMM Descend to 10,000 FT MSL, passing 10,500 FT MSL make call checking out of the area for RTB NMM (Early BI sims that do not require the HI-TACAN VOR/DME B can do this) or MEI(TACFORM/ACM). For BI's you will request direct to DeSoto for the HI-TACAN/VOR DME B with with Atlanta Center BTN 22 at 16K from Pine Hills West once you have de-conflicted with other aircraft in the area and made your checking out call.**

  "99 Pinehills, 1XX, checking out of Pine hills West, RTB NMM or at One Six Thousand for a Key Field Recovery."

- **Since all calls in the area must be responded too, at least one a/c will respond accordingly.**

  "Loud and Clear"

Checkout- cont

- **The following diagrams show the direction of check out for the different areas.**

- **You must remain in your working area at 10,000 FT MSL until you are cleared to RTB to NMM or MEI. If you are requesting Direct to DESOTO for the HI-TACAN VOR/DME B at 16K you must remain in Pine Hills West until cleared direct DESOTO.**

Checkout- cont

- **Once you have checked out of the area on BTN 23 contact Atlanta Center on BTN 22.**

  "Atlanta Center, SKIP/SKATE 1XX, with you One Zero thousand RTB Navy McCain or for a Key Field Recovery."

  "Atlanta Center, SKIP/SKATE 1XX, with you One Six thousand, Request."
  once Atlanta Center responds and tell you go ahead request.
  "Atlanta Center, SKIP/SKATE 1XX, request direct to DSOTO for the HI-TACAN VOR/DME- B."

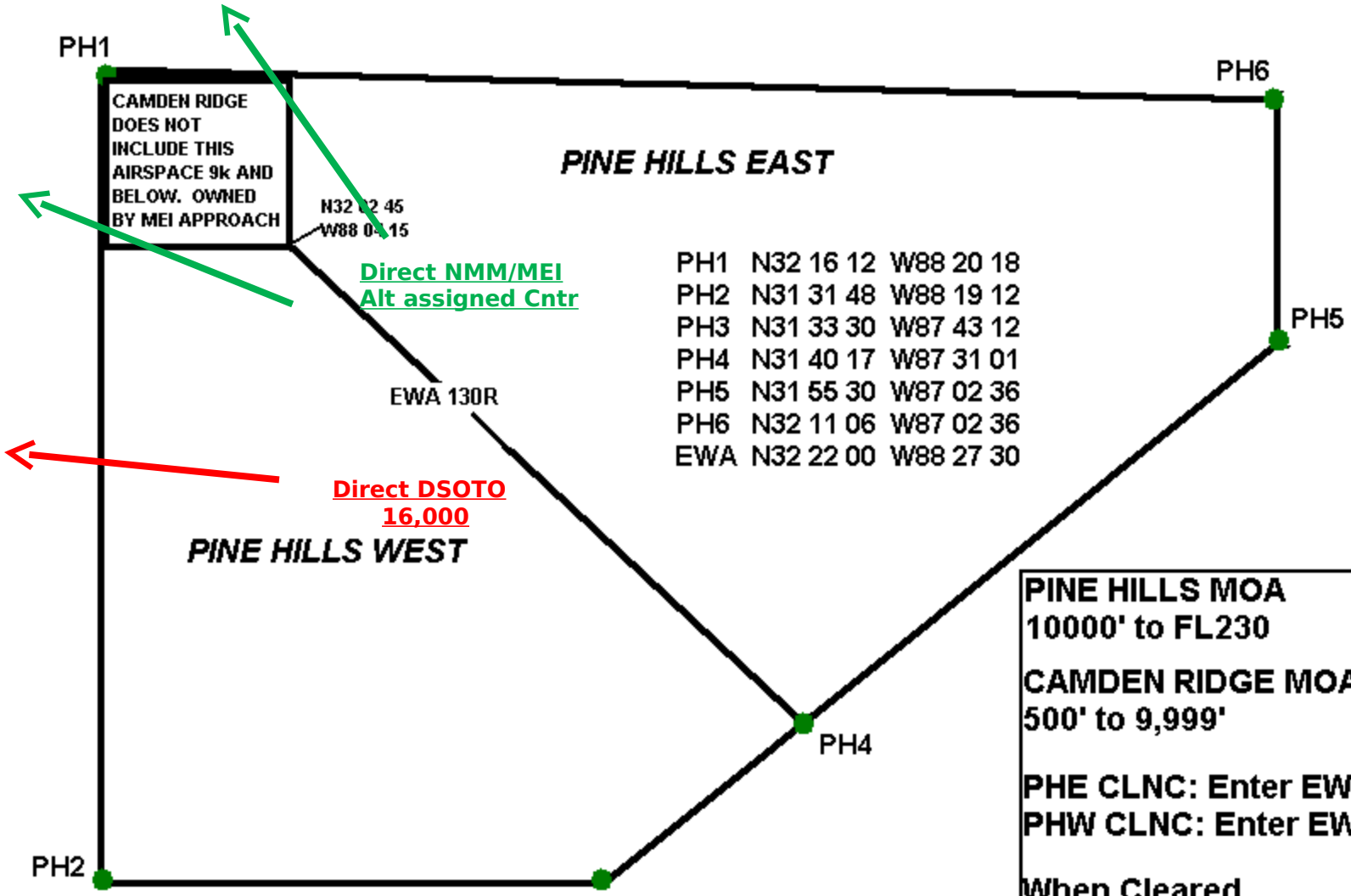
- **Atlanta will respond with one of the following.**

  "SKIP/SKATE 1XX, Atlanta Center, you are cleared direct Navy McCain/Key Field."
  "SKIP/SKATE 1XX, Atlanta Center, you are cleared direct DSOTO maintain One Six thousand."

- **You will respond with one of the following.**

  "SKIP/SKATE 1XX, cleared direct Navy McCain/Key Field."
  "SKIP/SKATE 1XX cleared direct DSOTO, maintain One Six thousand"

Pine Hills MOA-RTB's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Direct NMM/MEI
Alt assigned Cntr
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PH5 N31 55 30 W87 02 36
PH6 N32 11 06 W87 02 36
EWA N32 22 00 W88 27 30
PH5
EWA 130R
Direct DSOTO
16,000
PINE HILLS WEST
PH4
PH2

PINE HILLS MOA
10000' to FL230

CAMDEN RIDGE MOA
500' to 9,999'

PHE CLNC: Enter EWA 109R
PHW CLNC: Enter EWA 150R

When Cleared...
RTB @ 10K' direct NMM

RTB to NMM or Key Field

- **When cleared for an RTB NMM or MEI maintain 10K until cleared for a descent by Atlanta Center.**
- **<u>BI DeSoto Recovery</u>- Proceed direct DSOTO and maintain 16K.**
- **At some point Atlanta Center will clear you to switch Meridian Approach on BTN 19.**
- **For RTB NMM or MEI make your request for type of arrival with Meridian Approach.**
- **Once cleared RTB NMM/MEI or direct DSOTO you don't need the area in the system. You can put MEI in WYPT 6 (to check the TACAN 117X). Put a course in for appropriate runway and select PLAN. (NMM: 19L- CRS 189, 1L- CRS 009, 28- CRS 280, 10- CRS 100). (MEI: HI-TACAN VOR/DME B-CRS 350, ILS Rwy 1-CRS 008, ILS Rwy 19-CRS 188, VOR A- CRS 130.)**
- **For direct to DSOTO, when switched to approach request direct to the IAF, maneuvering airspace to the South East for the HI-TACAN VOR/DME B, followed by any other approaches you want at MEI or GCA box at NMM.**

Descent

- **Once Atlanta Center is ready to hand you off to Meridian Approach they will switch you to BTN 19.**

  “SKIP/SKATE 1XX, Contact Meridian Approach local BTN One Nine.

- **You respond.**

  “SKIP/SKATE 1XX switching BTN One Nine.”

- ***Check in with Meridian Approach and advise them you have the current atis.***

  “Meridian Approach, SKIP/SKATE 1XX, with you 10 thousand RTB NMM/MEI with information ___, request.”

  “Meridian Approach, SKIP/SKATE 1XX, with you 16 thousand, direct DSOTO with information ___, request.”

Descent- cont

- **Meridian appoach will respond.**

  “SKIP/SKATE 1XX, Meridian Approach, go ahead request.”

- **You will then make your request for approaches.**

  “Meridian Approach, SKIP/SKATE 1XX, request vectors to final for the ____, or GCA box at Navy McCain.”

  “SKIP/SKATE 1XX, with you 16 thousand, direct DSOTO, request direct to the IAF, maneuvering airspace to the Southeast for the HI-TACAN VOR/DME B, followed by the ILS, followed by vectors for the GCA box at NMM.”

Clearance

- **Meridian Approach will then clear you for the approach.**

  “SKIP/SKATE 1XX, Meridian Approach, you are cleared direct Navy McCain/Key Field, descend and maintian ___ thousand, expect vectors for the _____.”

  “SKIP/SKATE 1XX, Meridian Approach, you are cleared direct to the Initial Approach Fix, maneuvering airspace to the South East, cleared for the HI-TACAN VOR/DME B, maintain One Six thousand till the Initial Approach Fix, report leaving One Six thousand.”

- **You respond.**

  “SKIP/SKATE 1XX, cleared to the NMM/MEI, leaving ____ for ____.”

  “SKIP/SKATE 1XX, cleared to Initial Approach fix, maneuvering airspace to the Southeast, cleared HI-TACAN VOR/DME B, maintain One Six thousand to the Initial Approach Fix, report leaving One Six thousand.”

Tower Check In

- **On the approach to Key Field, Meridian Approach will clear you to switch to Key Tower on local BTN 18.**

  “SKIP/SKATE, Meridian Approach, contact Key Tower local BTN One Eight.”

- **You will respond.**

  “SKIP/SKATE 1XX, switching BTN One Eight.”

- **Check in with tower on BTN 18.**

  “Key Tower, SKIP/SKATE 1XX, Final Approach Course three down and locked.”

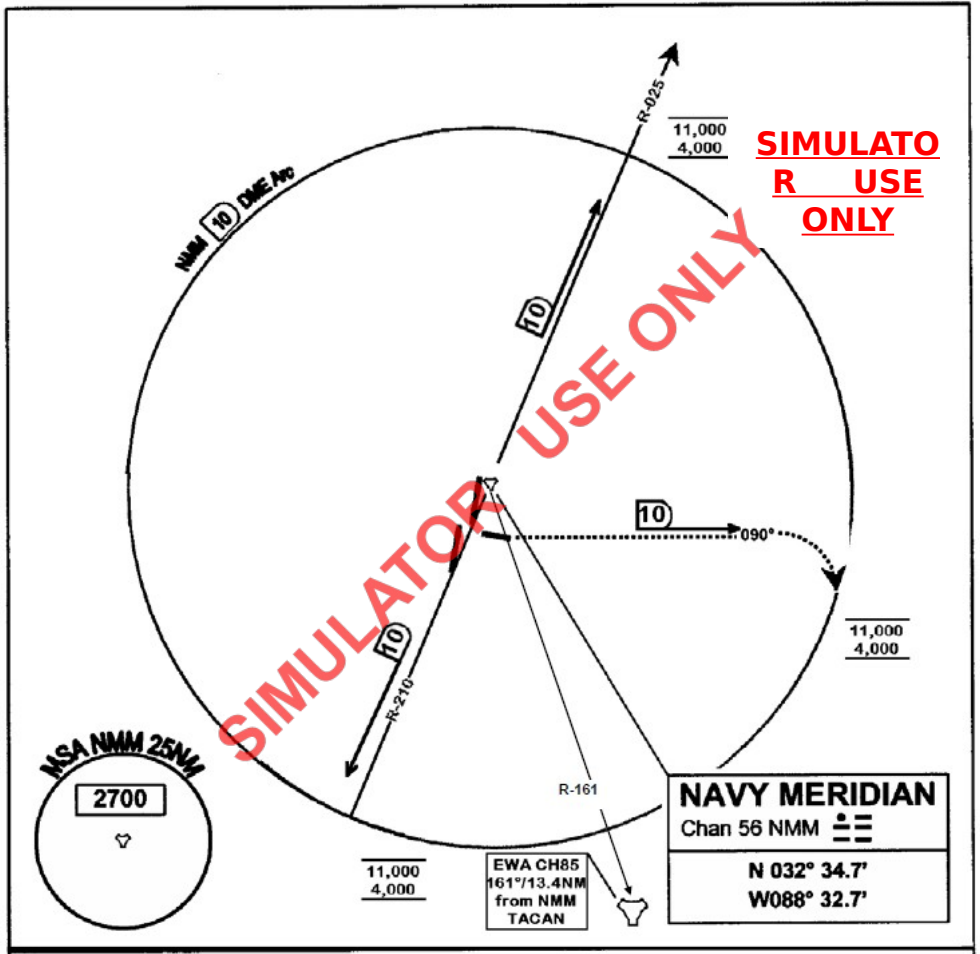
Pine Hill Simulator Departure

- ***<u>The “Pine Hill Departure” exists solely for Student BI Simulator training.</u>***

- **<u>Course line-</u>**
  - **RW 1R Departure: Intercept NMM 025º Radial outbound to NMM 10 DME arc. Arc right to intercept the NMM 161º to EWA.**
  - **RW 10 Departure: Fly heading 090º to intercept the NMM 10 DME arc. Arc right to intercept the NMM 161º to EWA.**
    - »
  - **RW 19R Departure: Intercept NMM 210º Radial outbound to NMM 10 DME arc. Arc left to intercept the NMM 161º to EWA.**
    - »
  - **Once established on the arc change course 161º and plan your lead radial to intercept NMM 161º Radial outbound to EWA.**
    - »
  - **Once off the arc proceed direct EWA and intercept the 150º Radial outbound to Pine Hill West.**

PINE HILL SIMULATOR DEPARTURE

MERIDIAN NAS (MCCAIN FIELD) (KNMM)
MERIDIAN, MISSISSIPPI



SIMULATOR USE ONLY

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1R OUTBOUND NMM R-025 TO INTERCEPT NMM 10DME ARC BETWEEN 4,000' AND 11,000'. TURN RIGHT VIA NMM 10DME ARC TO INTERCEPT NMM R-161 OUTBOUND, THENCE DIRECT EWA.

TAKEOFF RWY 19R OUTBOUND NMM R-210 TO INTERCEPT NMM 10DME ARC BETWEEN 4,000' AND 11,000'. TURN LEFT VIA NMM 10DME ARC TO INTERCEPT NMM R-161 OUTBOUND, THENCE DIRECT EWA.

TAKEOFF RWY 10 OUTBOUND **HEADING** 090 TO INTERCEPT NMM 10DME ARC BETWEEN 4,000' AND 11,000'. TURN RIGHT VIA NMM 10DME ARC TO INTERCEPT NMM R-161 OUTBOUND, THENCE DIRECT EWA.

PINE HILL SIMULATOR DEPARTURE

MERIDIAN NAS (MCCAIN FIELD) (KNMM)
MERIDIAN, MISSISSIPPI